



SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

25X1

designs for a spur track from Neubrandenburg to the torpedo test plant were being made.<sup>9</sup>

two 35-meter spans of the bridge over the Saale River at Schwarza were to be made available for the railroad bridge over the Grossschiffahrtsweg (canal) for the Northwest Ring Berlin.<sup>10</sup>

11.

25X1

according to an order of the SCC, a spur track had to be built to the airfield under construction near Gross Doelln in Land Brandenburg.<sup>11</sup>

12. On 30 November 1952, double-track operations were resumed on the Finsterw lde-Falkenberg railroad line. The speed limit was fixed on 50 km per hour.<sup>4</sup>

13.

a. Requirements of crushed rock for 1953 (in metric tons):

	Maintenance Work	New Construc- tion Work	Total
First quarter	10,000	10,000	20,000
Second quarter	25,000	15,000	40,000
Third quarter	35,000	20,000	55,000
Fourth quarter	16,000	15,000	31,000
Total	86,000	60,000	146,000

b. Requirements of gravel (in metric tons):

First quarter	200,000
Second quarter	400,000
Third quarter	600,000
Fourth quarter	608,000
Total	1,808,000

14. According to slow-down regulations issued by the Berlin regional railroad headquarters for the period from 14 through 27 December, double track operations were resumed between Pirna and Rathen on 16 December and between Rathen and Bad Schandau on 18 December 1952. The speed limit was fixed at 40 km per hour.<sup>12</sup>

25X1

1. Comment. According to available information, only the Ruhland-Elsterwerda section of the Falkenberg-Ruhland railroad line was double-tracked. The present report, which requires confirmation, indicates that the entire Falkenberg-Ruhland section has also been double-tracked.

25X1

25X1

2. Comment. This information indicates that the Northwest Ring Berlin will be operated single track in 1953. However, it is believed that the railroad embankment will be built wide enough to provide space for a second track to be constructed later.

25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 3 -

25X1

3. Comment. The improvement of the Fuerstenberg railroad station is connected with the requirements of the Steel Foundry Combine East.
4. Comment. This information was transmitted previously.
5. Comment. Information on the construction of this connecting curve was transmitted previously.
6. Comment. This information refers to the reconstruction of the railroad viaduct over the Neisse River.
7. Comment. Information on the construction of this railroad line on the western zonal boundary was transmitted previously.
8. Comment. Information on the reconstruction of this railroad bridge over the Oder River was transmitted previously.
9. Comment. This information is received for the first time and requires confirmation. It is unknown whether the construction of this spur track is connected with an intended reconstruction of the former German torpedo test plant or the shipping away of German torpedoes dumped into the sea at the end of the war. It was reported that the Soviets recently tried to salvage the torpedoes in Tollense Lake, which are of the latest designs developed by the Germans.
10. Comment. location of the Northwest Ring Berlin transmitted previously. The bridge over the Saale River mentioned is on the Jena-Rudolstadt-Saalfeld railroad line which is now single track. The two spans to be made available for the Northwest Ring Berlin possibly are superstructures from the bridge which carried the second track which has been dismantled.
11. Comment. This information refers to a spur track to be built to the Schorfheide airfield. Information on the construction of this spur track which is to originate at Vogelsang on the Loewenberg-Templin railroad line was transmitted previously. The completion date for this project was 21 December 1952.
12. Comment. The railroad line sections mentioned are part of the Dresden-Bad Schandau Saxon trunk line which is being double-tracked.

25X1

25X1

25X1

25X1

25X1

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY